

# Alexandria Transit Development Plan

## Summary

## 1.0 Introduction/Background

Completion of the Alexandria Transit Development Plan (TDP) is being completed based on a Virginia Department of Rail and Public Transportation (DRPT) requirement that any public transit agency receiving operating or capital assistance funds from the Commonwealth must complete a TDP every six years. The purpose of the TDP is to assist DRPT in resource planning for public transportation funding as well as ensuring that local agencies are productively utilizing state funding.

Typically the TDP covers a single transit agency but this TDP covers all public transit operators within Alexandria, given the wide range of providers within the City.

The TDP contains seven chapters, with chapters 1-3 primarily focused on current conditions for each transit operator in the City while chapters 4-7 focus on future conditions, including desired service expansions and the funding required to support expansions.

Public transportation providers covered in the TDP include:

- Alexandria Transit DASH
- City of Alexandria DOT paratransit service
- King Street Trolley
- WMATA Metrobus and Metrorail
- Virginia Railway Express

## 2.0 Chapter 1 – Overview of Transit System

This chapter provides a description of each public transportation provider in Alexandria. For DASH and Metrobus service, hours of service and service frequency for each route are summarized, with system maps for each provided. For DOT paratransit service, hours of service, service area, and eligibility requirements are summarized. For VRE and Metrorail, a general description of each service is provided.

## 3.0 Chapter 2 – Goals, Objectives, and Standards

This chapter summarizes the City's public transportation goals and objectives as well as WMATA and DASH service standards. These summaries provide an understanding of the guiding framework for public transportation in the City and thus also a framework for the City's future public transportation needs and requirements.

## 4.0 Chapter 3 – Service Evaluation

This chapter contains a detailed evaluation of existing service within Alexandria. Some key points identified in the analysis include:

- Peer Analysis – DASH was compared against comparable transit agencies relative to cost of service, cost effectiveness and productivity. DASH performed very well, ranking first or second in all evaluation categories relative to peers.
- Service Coverage – Nearly the entire City of Alexandria has access to a transit service, based on a ¼ mile walk shed. This coverage generally remains consistent over the entire week, including weekends.

- Hours of Service – Hours of service on DASH and Metrobus are robust and reflect the urban nature of the City. No major deficiencies with hours of service were identified.
- Service Frequency – In many instances service frequencies on both DASH and Metrobus did not meet generally accepted standards for an urban area and are not robust enough that a person could randomly arrive at a stop and be assured a bus would arrive in a reasonable amount of time.
- Transit Coverage of Major Trip Flows – A detailed analysis of potential unmet transit demand was completed in this chapter. This analysis consisted of evaluating transit coverage of major trip flows into major activity centers within Alexandria, from Alexandria to regional activity centers outside the city, and within Alexandria. The analysis showed that, overall, major trip flows to, from and within Alexandria are generally well served by transit. Of note is that the West End Transitway will serve many of the major trip generating portions of the City.

## Chapter 4 – Service Expansion Projects

This chapter summarizes public transportation projects that have been identified for potential implementation within the City. Key service expansion initiatives include:

- DASH service expansion – DASH completed its Comprehensive Operations Analysis (COA) in 2014. The COA identified a range of improvements including:
  - Service and route restructuring in Old Town to create a more customer friendly route structure as well as to improve route productivity.
  - Service and route restructuring in the Van Dorn and Beauregard Corridor areas, in conjunction with the West End Transitway.
  - A new circulator in the Eisenhower East area for internal circulation as well as connections to Metrorail Stations
  - Significant improvements in service frequencies in order to make the service more convenient and to reflect the urban nature of the City
- The West End Transitway
- Potential cost-neutral service modifications on Metrobus service within the City

## Chapter 5 – Operations Plan

This chapter outlines those service expansion projects identified in Chapter 4 that are proposed for implementation. Two funding scenarios for DASH, one very conservative relative to amount of funding that would be available to support expansion, and one with a little more robust growth assumptions, were utilized for this analysis.

Under the conservative assumptions, no DASH service expansion would occur. Under the more robust scenario, service frequency improvements would occur on the AT1 on both weekdays and weekends but there would be no other improvements.

On Metrobus, one potential cost-neutral service change was identified that will go to the public in September. This would involve service cuts on the 9A Line and the utilization of the savings to improve service on the 10B and 29 Lines.

DOT paratransit service is meeting all trip demand and therefore there would be no changes in DOT service levels.

## Chapter 6 – Capital Improvement Program

This chapter outlines capital improvements to support existing and potential future service expansions. Key capital items include:

- Improvements to Metrorail Stations and bus stops
- Automatic Vehicle Location and additional passenger information and operations control capabilities based on the AVL foundation
- DASH fleet replacements
- DASH fleet expansion to support service expansions
- Electronic fare payment improvements
- High Capacity corridors including West End Transitway and Duke Street corridor

## Chapter 7 – Financial Plan

This chapter outlines the financial plans that were used as a framework for understanding what funding would be available to support existing service and potential service expansion for each operator. This includes subsidy growth assumptions and assumptions about increases in operating expenses.